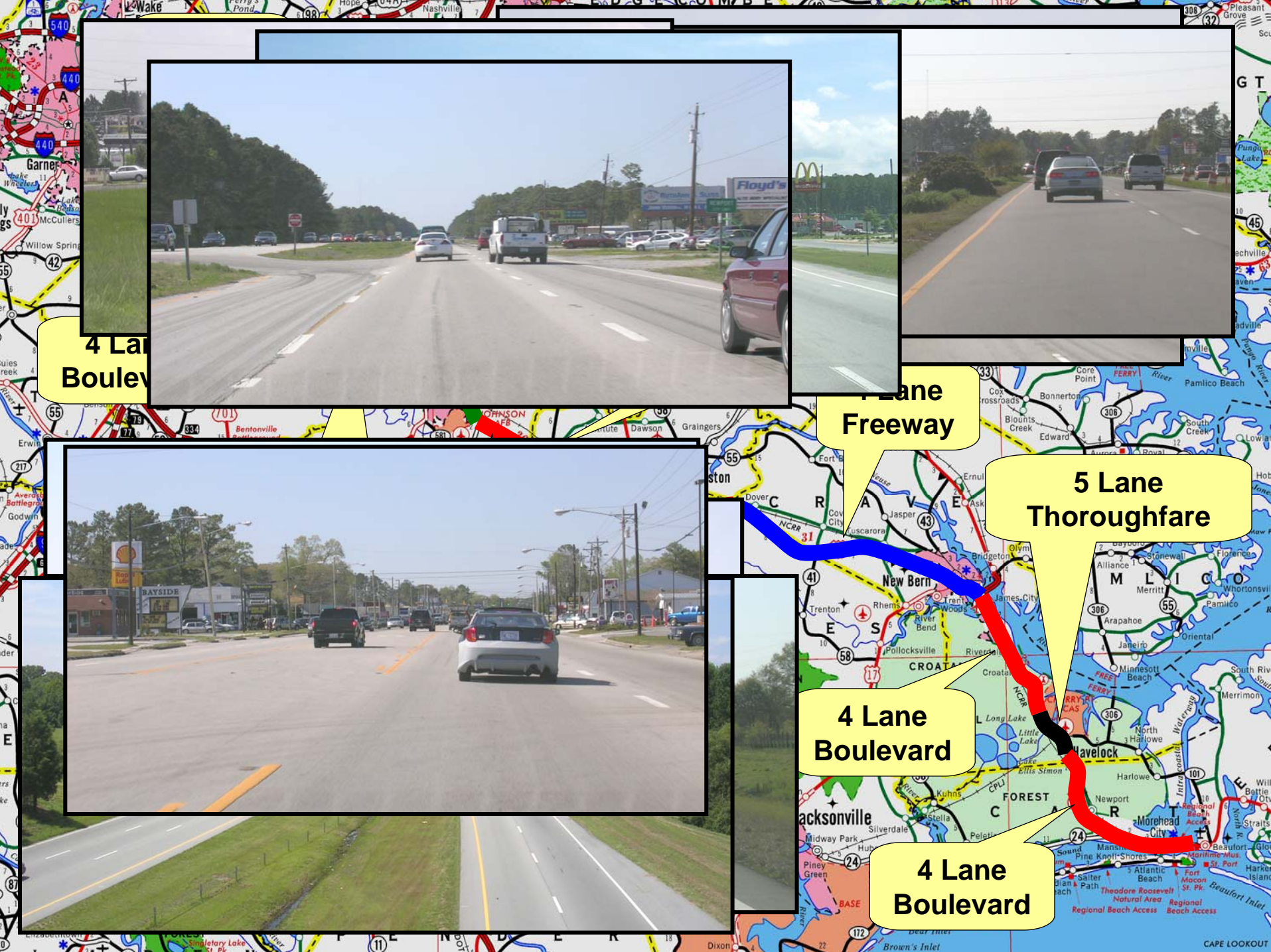




Strategic Highway Corridors

north carolina department of transportation





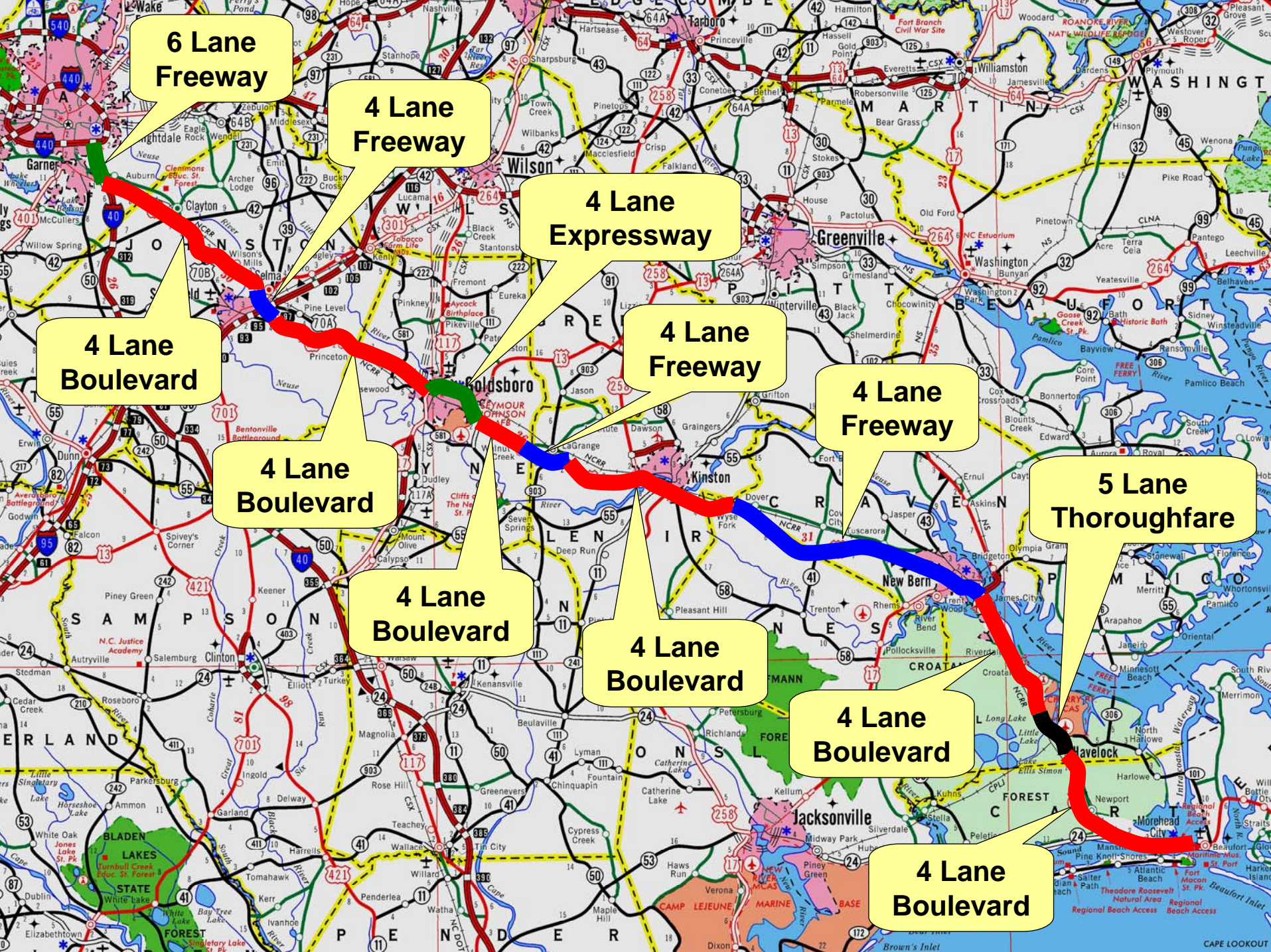
**4 Lane
Boulevard**

**4 Lane
Freeway**

**5 Lane
Thoroughfare**

**4 Lane
Boulevard**

**4 Lane
Boulevard**



6 Lane Freeway

4 Lane Freeway

4 Lane Expressway

4 Lane Boulevard

4 Lane Boulevard

4 Lane Freeway

4 Lane Freeway

4 Lane Boulevard

4 Lane Boulevard

5 Lane Thoroughfare

4 Lane Boulevard

4 Lane Boulevard

Strategic Highway Corridors

Mobility and Connectivity

Economic Prosperity

Environmental Stewardship

Mobility

The ability to move unimpeded, safely, and efficiently using a reliable transportation system



Connectivity

The ability to travel to desired destinations (Activity Centers)



Foster Economic Prosperity

The ability to move people and goods efficiently making for a more competitive business climate, while providing a good quality of life for those employed

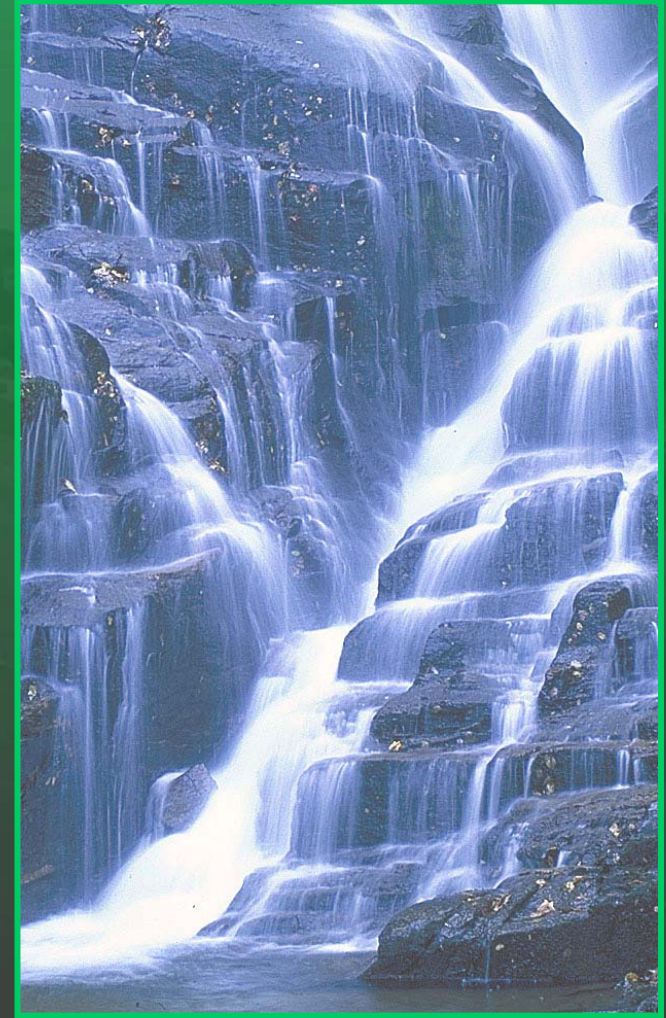


Foster Economic Prosperity



Environmental Stewardship

Striving to preserve and enhance our natural and cultural resources by maximizing the use of the existing transportation infrastructure with the support of compatible land uses



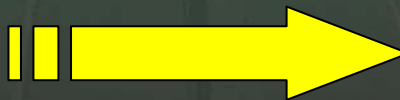
Strategic Highway Corridors??

"A set of Existing Highways Vital to Moving People and Goods within and just outside North Carolina"

Goals

Create a Network of High-Speed, Safe, and Reliable Highways

- Develop an Up Front Vision for each Corridor
- Affect Long-Term Decision Making
 - Funding
 - Project Planning & Design
 - Driveway Permits & Traffic Signals
 - Local Land Use



Transportation Benefits of SHC

- Safer and more Reliable Transportation System
- Higher Capacity
- More Efficient Movement of Vehicles

Access Management is a Critical Tool to help Achieve these Goals



Corridor Selection

How Did We Identify these Roads (Corridors)?

- Objective Criteria
- Public Involvement (Fall/Winter 2003/2004)
- Level of Subjectivity (Common Sense)



Objective Criteria

- 1. Mobility:** Significant Traffic Volumes and Vital to the State's and/or Region's Interest
- 2. Connectivity:** Provides a Connection between Activity Centers
- 3. Interstate Connectivity:** Provides a Connection between Existing and/or Planned Interstates
- 4. Interstate Reliever:** Currently Serves or has Potential to Serve as a Reliever Route to an Existing Interstate Facility

Other Factors

- Hurricane Evacuation Route
- Cited in Prominent Report (ex. Rural Prosperity Task Force Report)
- Part of a National, Statewide, Economic, or Military Highway System (ex. NHS or STRAHNET)



Activity Centers

Activity Centers Include:

- 17 MPOs



Activity Centers

Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people

Activity Centers

Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people
- Major Military Bases (7)



Activity Centers

➤ 17 M

➤ Other

➤ Major



➤ Major Airports (6), Seaports (2), Intermodal Terminals (3)



Activity Centers

Activity Centers Include:

- 17 MPOs
- Other Cities
- Major Military
- Major Airports
Terminals (3)
- UNC System Universities (16)



Activity Centers

Activity Centers Include:

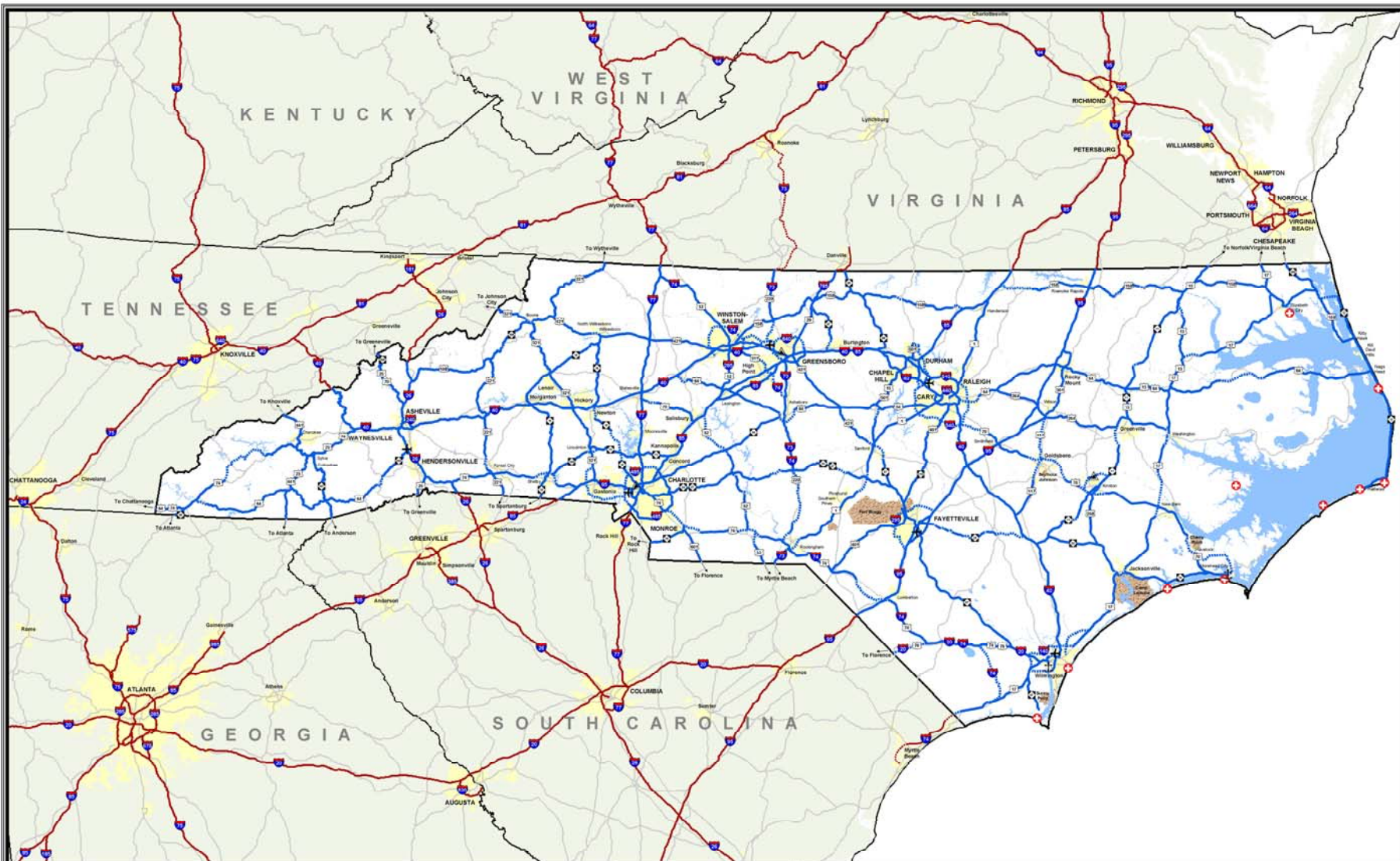
- 17 MPOs
- Other Cities with at least 20,000
- Major Military Bases (5)
- Major Airports (6), Seaports (4), and Terminals (3)
- UNC System Universities (16)
- Major Tourist Destinations



Activity Centers

Activity Centers Include:

- 17 MPOs
- Other Cities with at least 20,000 people
- Major Military Bases (5)
- Major Airports (6), Seaports (2), Intermodal Terminals (3)
- UNC System Universities (16)
- Major Tourist Destinations
- Trauma Centers (11)



Selected Corridors

Adopted by The North Carolina Board of Transportation

Plan Date: September 2, 2004



Legend

Strategic Highway Corridors

- Existing
- - - - - Currently Planned on New Location
- Interstate
- US/Other Route

- ⚓ State Port
- ✈ Major Airport
- ⚓ Intermodal Connector
- ⚓ Coast Guard Station
- ⚓ Major Military Base
- Urban Area
- Water Features

Facility Types

Developed Definitions of Different Facility Types
for all Strategic Highway Corridors

Primarily Based on Level of Access, Median,
Driveways, and Traffic Signals

- Freeways
- Expressways
- Boulevards
- Thoroughfares

Freeways



- 55mph or Greater
- Minimum 4 Lanes with Median
- Access only Provided at Interchanges
- All Cross Streets are Grade-Separated
- No Traffic Signals
- No Driveways
- Examples: I-40, I-95, US 264 between Wilson and Greenville, US 70 between Dover and New Bern

Expressways



- Speed Limit: 45 to 60 mph
- Minimum 4 Lanes with Median
- Access at Interchanges for Major Cross Streets, At-Grade Intersections for Minor Cross Streets
- No Traffic Signals
- Limited/No Driveway Access Encouraged
- Median breaks for U-turns or Left-overs
- Use of Accel. & Decel. Lanes
- Examples: US 70 around Goldsboro, US 117 north of I-40, US 220 in Rockingham County

Boulevards

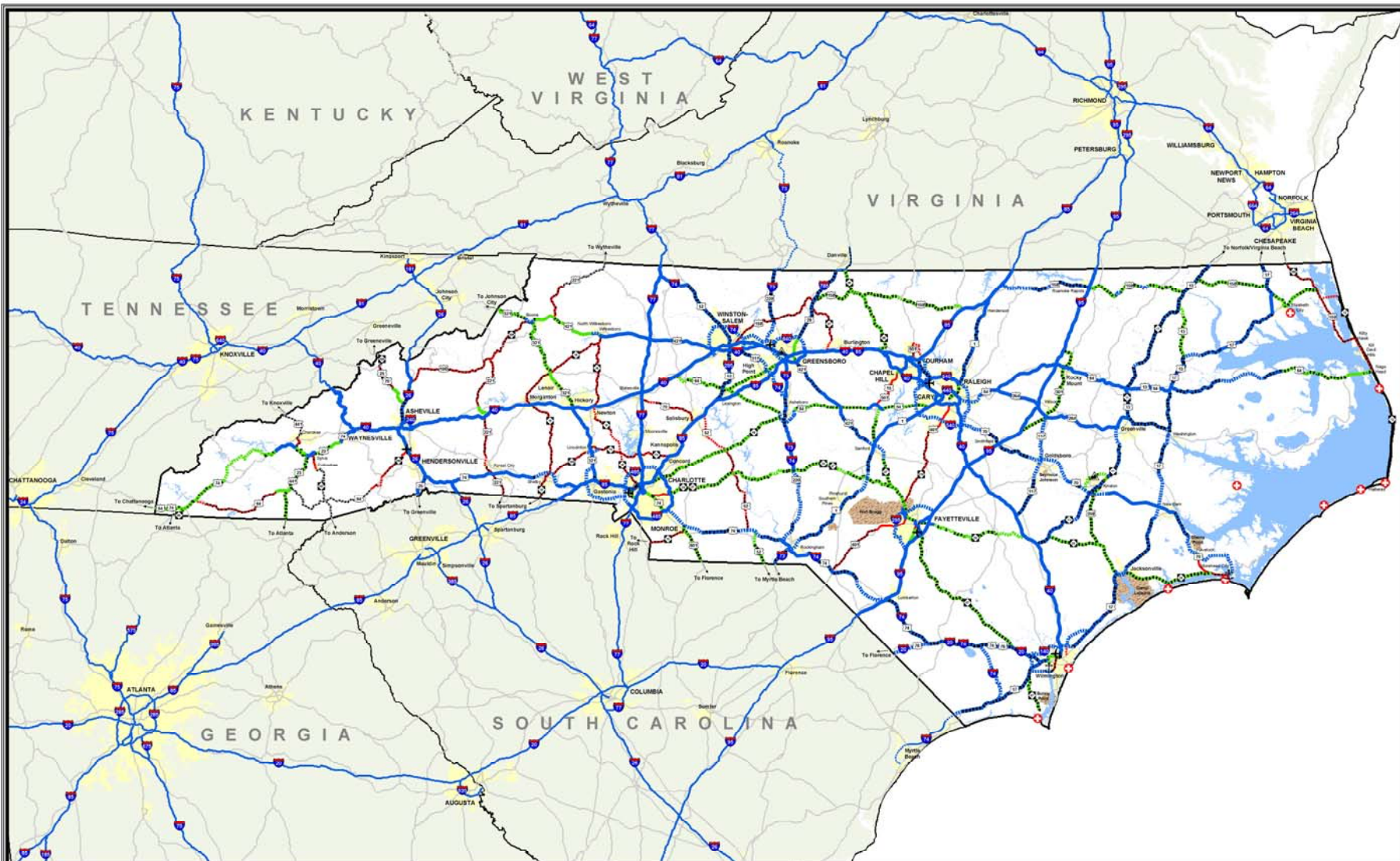


- Speed Limit: 30 mph to 55 mph
- Minimum 2 Lanes with Median
- At-Grade Access at Major and Minor Cross Streets
- Traffic Signals Allowed
- Limited Driveways Allowed but Access may be Restricted to Right-in/Right-out; Major Driveways may be Allowed Full Movements
- Some Mid-block U-turns
- Examples: US 70 between Clayton and Goldsboro, US 19/23 (Patton Ave) in Asheville, NC 55 (Holly Springs Bypass)

Thoroughfares



- Speed Limit: 25 to 55 mph
- Minimum 2 Lanes; No Median
- Uncontrolled Access onto facility
- Traffic Signals Allowed
- Driveways with Full Movements
- Continuous Left Turn Lanes optional
- 2, 3, 4, 5, and 7 Lane Facilities
- Examples: US 258 north of US 70, US 17 between New Bern and Washington, US 13 (Berkeley Blvd) in Goldsboro, US 158 East of Elizabeth City, US 441 south of Dillsboro



Vision Plan

Adopted by The North Carolina
Board of Transportation

Plan Date: September 2, 2004



Legend

Freeways

- Existing
- Needs Upgrade
- Recommended

Expressways

- Existing
- Needs Upgrade
- Recommended

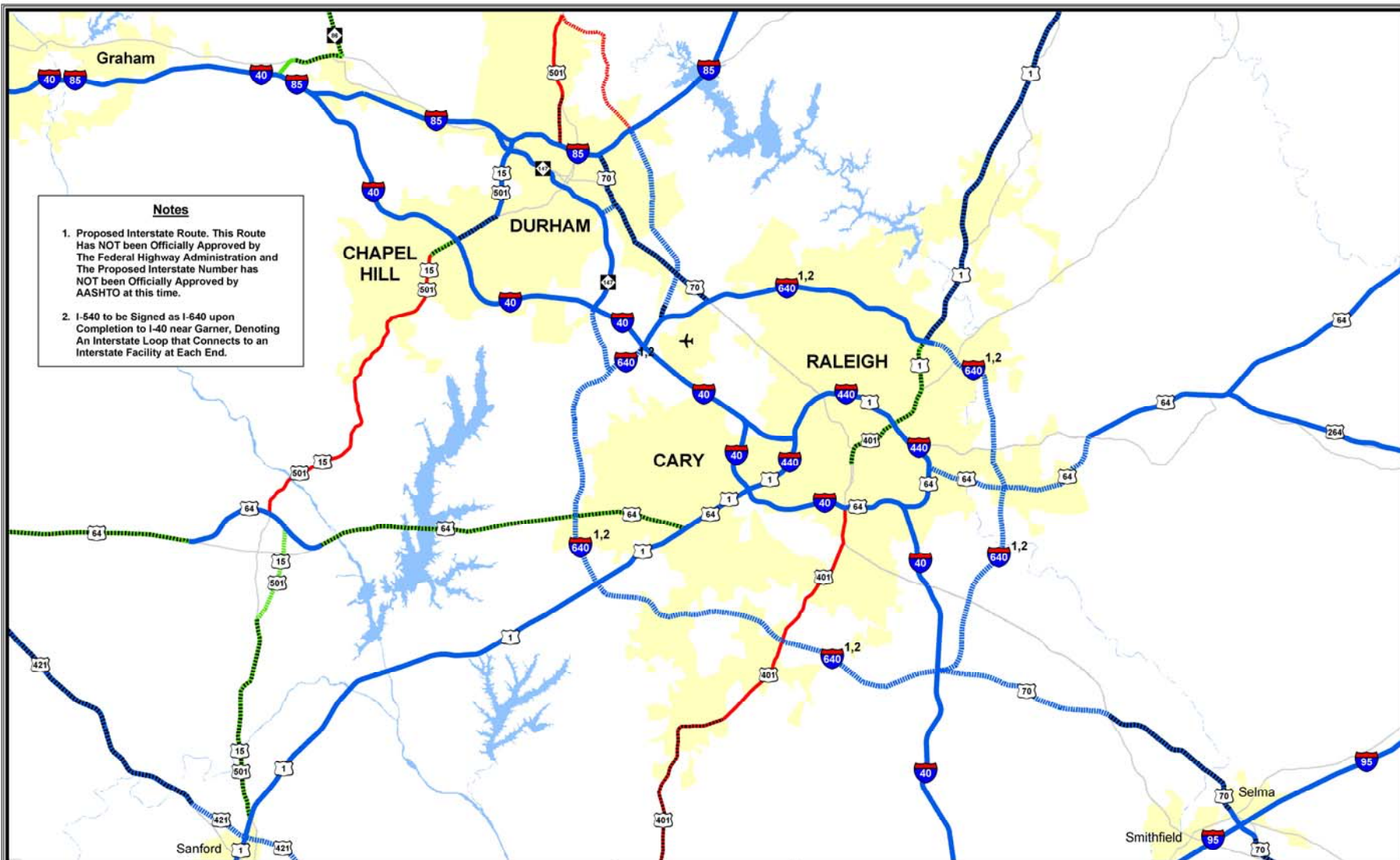
Boulevards

- Existing
- Needs Upgrade
- Recommended

Thoroughfares

- Existing
- Needs Upgrade
- Recommended

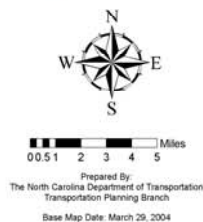
- US/Other Route
- State Port
- Major Airport
- Intermodal Connector
- Coast Guard Station
- Major Military Base
- Urban Area
- Water Features



Vision Plan Triangle Area

Adopted by The North Carolina
Board of Transportation

Plan Date: September 2, 2004



Freeways		Boulevards		Thoroughfares		Legend	
	Existing		Existing		Existing		US/Other Route
	Needs Upgrade		Needs Upgrade		Needs Upgrade		State Port
	Recommended		Recommended		Recommended		Major Airport
	Existing				Recommended		Intermodal Connector
	Needs Upgrade						Coast Guard Station
	Recommended						Major Military Base
							Urban Area
							Water Features

SHC Facts

- **Total Miles: 5,378** (78,000+ Miles Statewide)
- **Total Miles of Proposed Freeways: 3,149**
- **Total Miles of Proposed Expressways: 1,189**
- **Total Miles of Proposed Boulevards: 839**
- **Total Miles of Proposed Thoroughfares: 201**

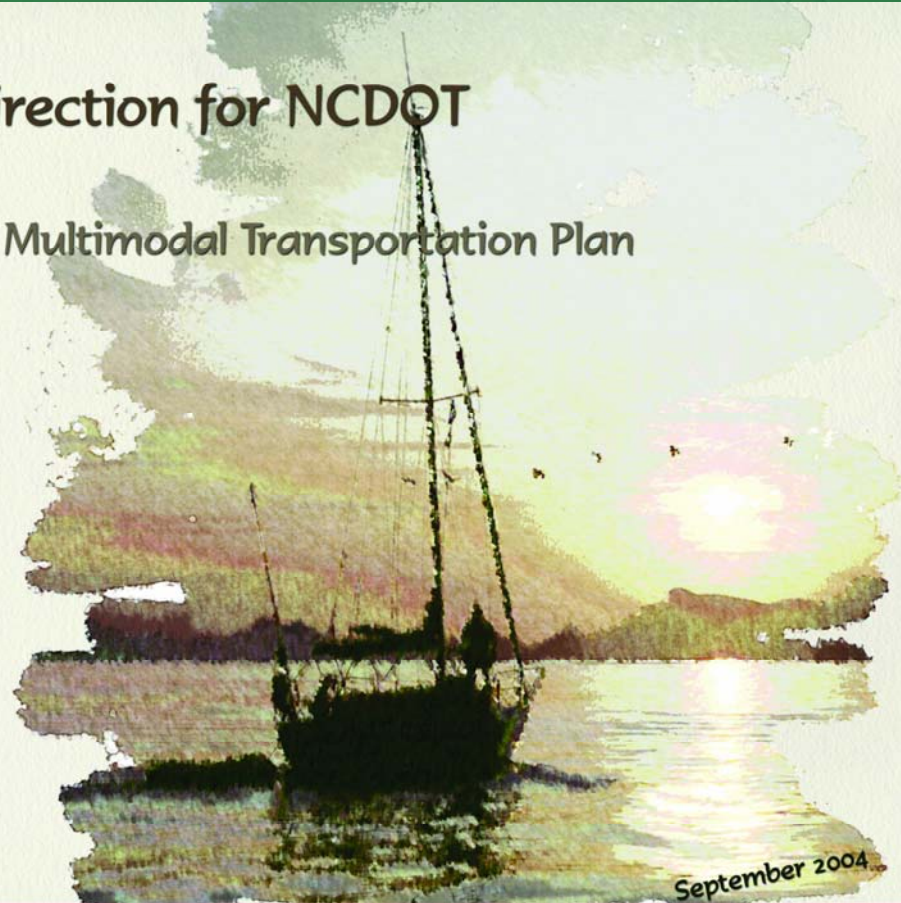
Strategic Highway Corridors account for **7%** of the State's Highway **System**, yet **carry 45%** of the **Traffic!**

SHC Adoption

**BOT Adopted SHC Concept as part of new
Statewide Transportation Plan in Sept. 2004**

Charting a New Direction for NCDOT

North Carolina's
Long-Range Statewide Multimodal Transportation Plan



September 2004

Tri-Agency Policy Statement

Signed by DOC, DENR, & DOT in Dec. 2004



POLICY

It is the policy of the North Carolina Department of Transportation (NCDOT), in partnership with the North Carolina Department of Commerce and the North Carolina Department of Environment and Natural Resources to recognize and further study a set of Strategic Highway Corridors. These Corridors, as identified and described in the Strategic Highway Corridors Concept Report, articulate a new planning focus for North Carolina. They represent a tool to enhance the mobility function of critical highway facilities and provide an opportunity for each Agency to proactively partner with stakeholders and the public to consider long-term vision, consistency in decision-making, land use partnerships, and overarching design and operational improvements.

The Strategic Highway Corridors concept represents the first major implementation step to be advanced under the update of North Carolina's Long-Range Statewide Multimodal Transportation Plan. Consistent with the Plan's 25-year investment direction, Strategic Highway Corridors recognizes the need to improve and maximize the use of a distinct set of existing highways. These Corridors are critical to statewide mobility and connectivity and promote a vision of modern, efficient transportation supportive of economic opportunities and environmental excellence.

Adopted by the North Carolina Board of Transportation September 2, 2004

PURPOSE

- Promote statewide economic prosperity and support the department's environmental stewardship goals*
- Preserve North Carolina's taxpayer investment in critical highway corridors*
- Enhance major corridor mobility within and to destinations just outside North Carolina*
- Enhance connectivity of intrastate and interstate travel*
- Partner with stakeholders and all vested Agencies to create an up front vision for each Corridor*
- Identify a desired facility type for each Corridor as*
Freeway, Expressway, Boulevard, or Thoroughfare
- Influence Systems Planning, Funding, Project Planning, Design, Access Management, and Local Land Use decisions along Corridors to achieve broader goals*

OFFICE OF THE GOVERNOR



Mike Easley
GOVERNOR MICHAEL E. EASLEY

DEPARTMENT OF COMMERCE



Joe Fain
JOE FAIN, SECRETARY

DEPARTMENT OF TRANSPORTATION



Linda Torrett
LINDA TORRETT, SECRETARY

DEPARTMENT OF ENVIRONMENTAL AND NATURAL RESOURCES



William G. Ross, Jr.
WILLIAM G. ROSS, JR., SECRETARY



Implementation

Multi-Agency Partnership Focus Areas

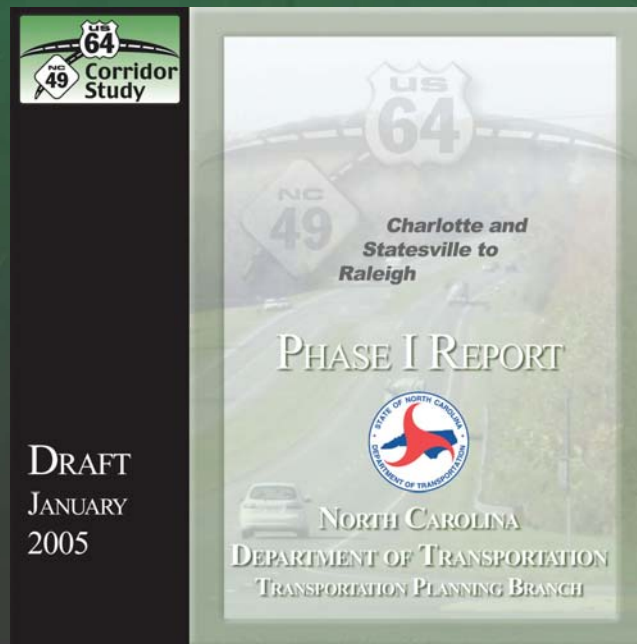
- Education
- Long-Range Planning
- Project Planning and Design
- Land Use
- Corridor Protection
- Corridor Access

Education

- Collectively Develop Outreach Plan
- Continuous
- Sensitive to unique cultures of all partners

Long-Range Planning

- Develop/Define Corridor Studies
- Partners should be involved from Beginning
- Study Outcomes to Future Projects



Corridor Studies

A "Master Plan" for the Entire Corridor



Project Planning and Design

- Support Goals of SHC concept
- Purpose & Need includes importance of the Highway as a Strategic Highway Corridor
- Alternatives Analysis includes Proposed Vision

Project-Level Decisions

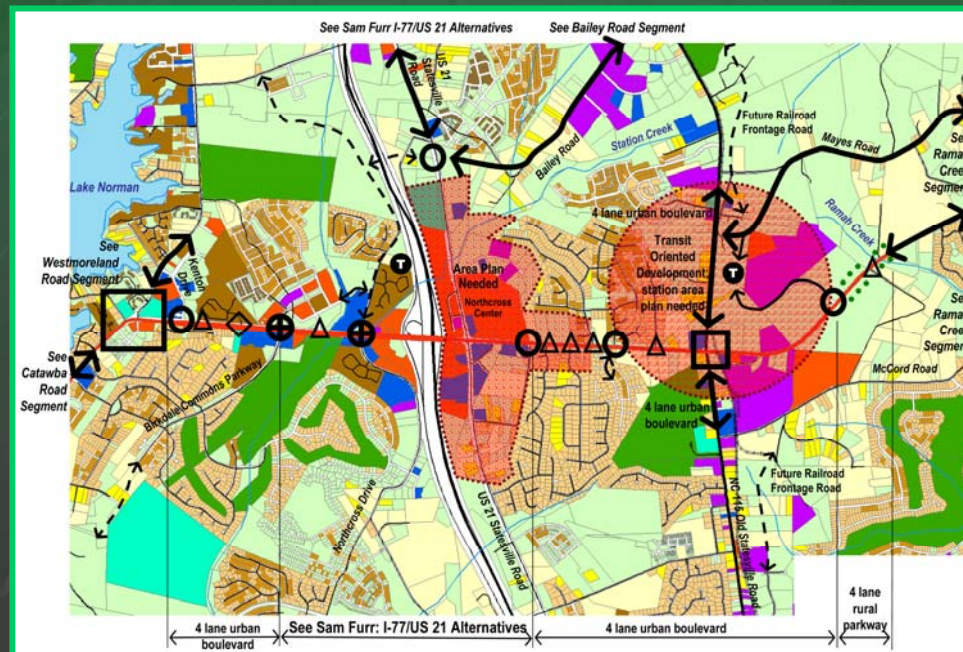
Incorporate SHC Vision into Planning and Design Processes (TIP Projects, Transportation Plans)

Ex: If Project Involves Connection of 2 Strategic Highway Corridors, Consider Higher-Speed Interchange Designs



Land Use

- Consistent and Compatible Decisions
- Indirect and Cumulative Impacts Analysis
- State and Local Agreements



Corridor Protection

- Needed to Help Achieve Corridor Vision
- Develop Tools, Techniques, & Strategies

Corridor Access

- Closer inspection of Driveway Permits
- Closer inspection of Traffic Signals (Look for Alternative Solutions)

Recommend Up-front
Coordination with Local
Area and Developers
to Discuss Access
Prior to Site
Development





Disclaimer: These renderings are for illustrative purposes only. Actual placement of design elements may vary according to the NCDOT and Federal Guidelines.



Corridor Access

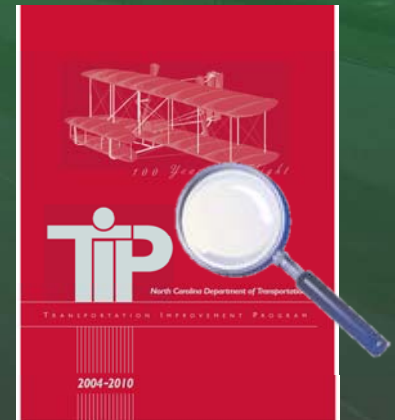


Current Activities (TIP)

SHC Projects are noted in 2006-12 TIP

Reviewed TIP Projects to see how to best achieve the SHC Vision (193 projects). Included Examining:

- Interchange Configurations
- Control of Access
- Medians/Crossover Movements
- Traffic Signals
- Driveways



Current Activities

- Working with Partner Agencies on implementation
- Beginning Education Process
- Completed Corridor Studies on:
 - US 64-NC 49 (Central NC)
 - US 17 (Brunswick County)
 - NC 73 (Cabarrus and Mecklenburg Counties)
- Completed SHC Concept Development Report
- Completed Land Use Guidelines for Mobility Protection

The Future?

Notice
Anything
Missing??

The Future?



The Future?



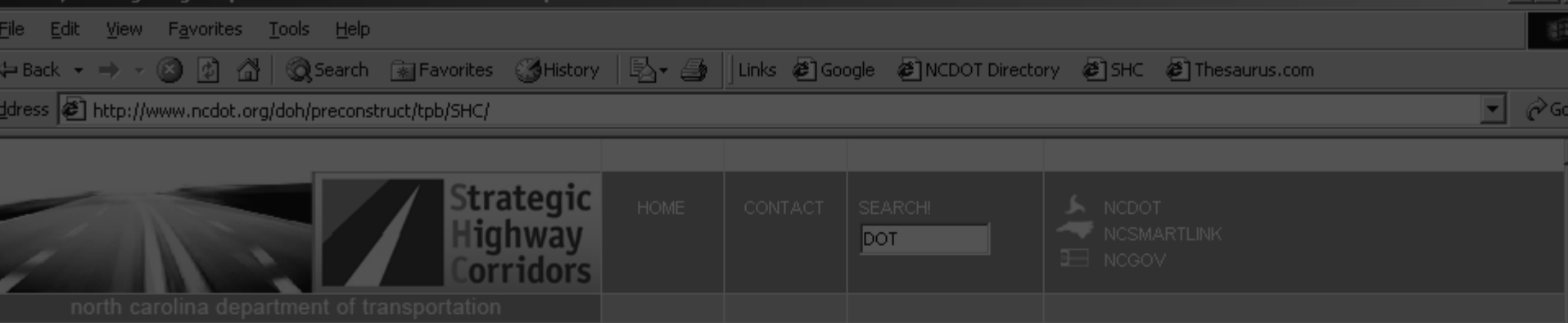
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north carolina department of transportation

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The Strategic Highway Corridors (SHC) initiative represents a timely effort to preserve and maximize the mobility and connectivity on a core set of highway corridors, while promoting environmental stewardship through maximizing the use of existing facilities to the extent possible, and fostering economic prosperity through the quick and efficient movement of people and goods. The initiative offers NCDOT and its stakeholders an opportunity to consider a long-term vision when making land use decisions and design and operational decisions on the highway system.

(scroll down for site updates)



<http://www.ncdot.org/~shc>

- Facility Types
- Corridor Vision
- Implementation
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US 74 NEAR WAYNESVILLE

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(scroll down for site updates)

Questions?

